1-19. (CANCELED)

20. (NEW) A method for carrying out gear shifts of an automatic transmission of a motor vehicle, in particular overlap gear shifts in which, during a gear shift, a first shift element made as one of a clutch or brake is opened and a second shift element made as one of a clutch or brake closes, such that to increase spontaneity and reduce shifting frequency of the automatic transmission, a downshift from a first gear (i1) to a second gear (i2) is interrupted without delay and the first gear is returned to when an interruption criterion is recognized, the interruption criterion is established when it is recognized that a driver of the motor vehicle has called for an upshift before a current transmission input speed (n_T) has deviated from a synchronous speed of the first gear (i1) by a predefined, speed-related limit value, this speed-related limit value being specified as a function of an intensity of a change of a driver's wish, in particular as a function of one or more of a speed and size of a change of a accelerator pedal angle (FPW).

21. (NEW) The method according to claim 20, wherein the interruption criterion is only established when a time interval, which begins when the current transmission input speed (n_T) deviates from the synchronous speed of the said first gear (i1), has not yet exceeded one or more of a predefined, time-related limit value, and when a pressure (p_K1) of the first shift element being disengaged has fallen below a predefined, pressure-related limit value.

22. (NEW) The method according to claim 21, wherein one of the time-related or pressure-related limit value is specified as a function of an intensity of a change of a driver's wish, in particular as a function of one or more of the speed and size of a change of the accelerator pedal angle (FPW).

23. (NEW) The method according to the preamble of claim 20, wherein the interruption criterion is established if it is recognized that the driver of the motor vehicle has called for the upshift before a time interval, which begins when the current transmission input speed (n_T) deviates from the synchronous speed of the first gear (i1), has exceeded the predefined, time-related limit vale, this time-related limit value being specified as the function of the intensity of the change of the driver's wish, in particular as the function of one or ore of the speed and size of the change of the accelerator pedal angle (FPW).

24. (NEW) The method according to claim 23, wherein the interruption criterion is only established if the current transmission input speed (n_T) has not yet deviated from the synchronisation speed of the said first gear (i1) by one or more of a predefined, speed-related limit value, and when a pressure (p_K1) of the first shift element that is being disengaged has not yet fallen below the predefined, pressure-related limit value.

25. (NEW) The method according to claim 24, wherein one of the speed-related or pressure-related limit value is specified as the function of the intensity of a change of the driver's wish, in particular as the function of one or more of the speed and size of the change of the accelerator pedal angle (FPW).

26. (NEW) The method according to claim 20, wherein the interruption criterion is established if it is recognized that the driver of the motor vehicle has called for an upshift before a pressure (p_K1) of the first shift element being disengaged has fallen below the predefined, pressure-related limit value, this pressure-related limit value being specified as the function of the intensity of the change of the driver's wish, in particular as the function of one or more of the speed and size of the change of the accelerator pedal angle (FPW).

27. (NEW) The method according to claim 26, wherein the interruption criterion is only established when a time interval, which begins when the current transmission input speed (n_T) deviates from the synchronous speed of the first gear (i1), has not yet exceeded one or ore of the predefined, time-related limit value, and when the current transmission input speed (n_T) has not yet deviated from the synchronous speed of the said first gear (i1) by the predefined, speed-related limit value.

28. (NEW) The method according to claim 27, wherein one of the time-related or speed-related limit value is specified as the function of the intensity of the change of the driver's wish, in particular as the function of one or more the speed and size of a change of the accelerator pedal angle (FPW).

29. (NEW) The method according to claim 20, wherein one or more of the speed-related limit value, the time-related limit value and the pressure-related limit value are specified as a function of current operating parameters of the automatic transmission, in particular as a function of a current torque of a drive engine (1) powering the automatic transmission, or as a function of one of a desired performance or accelerator pedal angle (FPW) set by the driver, as a function of one of a current

speed or speed difference at the first or second shift element, and as a function of a vehicle speed, and as a function of a transmission temperature.

30. (NEW) The method according to claim 20, wherein one or more of the speed-related limit value, the time-related limit value, and the pressure-related limit value are specified as a function of a gear shift type of the downshift.

31. (NEW) The method according to claim 30, wherein one of the speed-related limit value is larger for the interruption of a multiple downshift than the speed-related limit value is for the interruption of a single downshift, or the time-related limit value is larger for the interruption of a multiple downshift than the time-related limit value is for the interruption of a single downshift, or the pressure-related limit value is smaller for the interruption of a multiple downshift than the pressure-related limit value is for the interruption of a single downshift.

32. (NEW) The method according to claim 20, wherein when one of the intensity of the driver's wish change is high, the speed-related limit value is higher than it is if the intensity of the driver's wish change is low, or when the intensity of the driver's wish change is high, the time-related limit value is higher than it is if the intensity of the driver's wish change is low, or when the intensity of the driver's wish change is high, the pressure-related limit value is lower than it is if the intensity of the driver's wish change is high.

33. (NEW) The method according to claim 20, wherein when the interruption criterion is fulfilled, the pressure (p_K1) of the first shift element is increased to an engagement pressure level (p_Kzu) in accordance with a predefined pressure-increase function, and at the same time a pressure (p_K2) of the second shift element is reduced to a disengagement pressure level (p_Kab) in accordance with a predefined pressure-reduction function, such that the engagement pressure level (p_Kzu) of the first shift element and the disengagement pressure level (p_Kab) of the second shift element correspond respectively to an initial pressure level of the first and the second shift elements in the first gear (i1) before the beginning of the downshift.

34. (NEW) The method according to claim 33, wherein one or more of the predefined pressure-increase function and the predefined pressure-reduction function is a ramp function.

35. (NEW) The method according to claim 33, wherein one or more of the predefined pressure increase function and the predefined pressure reduction function is an abrupt pressure change.

36. (NEW) The method according to claim 33, wherein the disengagement pressure level (p_Kab) of the second shift element is quantitatively at least approximately "zero".

37. (NEW) The method according to claim 33, wherein the disengagement pressure level (p_Kab) of the second shift element is a pre-filling pressure of the second shift element.

38. (NEW) The method according to claim 20, wherein when one of a change from thrust to traction or from traction to thrust occurs during the downshift, the interruption criterion is not established until after the passage of a time interval which begins at the same time as the change from one or more of thrust to traction or from traction to thrust.

39. (NEW) The method according to claim 20, wherein at a same moment as the interruption criterion is established, all the control sequences (A_RS) associated with the downshift from the first gear (i1) to the second gear (i2), in particular shift-specific blocking times and a shift-specific engine action, are converted into corresponding control sequences (A_HS) for an upshift from the second gear (i2) to the first gear (i1).